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A THIRD-CLASS PRICE.  
**DE LOSSY HOLDEN**  
VINTAGE 1892.  
Per Case Quarts ..... \$42  
Per Case Pints ..... 45  
No Better Wine on the Market.  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

RELIEVES COLDS  
**BLACKBERRY**  
**BRANDY.**  
FRENCH: Per Qt. \$3. Pint \$1.75  
AMERICAN: Per Qt. \$1.40. Pint 0.85  
**H. PRICE & CO.,**  
12, Queen's Road Central.

No. 14,562 號二十陸百五千四萬一第 日廿月十年十三緒光 HONGKONG, TUESDAY, DECEMBER 6th, 1904. 拜禮 號陸月十年四零百九千一英港香 PRICE, \$3 PER MONTH.

WE ARE SELLING UNIQUE SELEC-  
TIONS OF THE  
**PUREST AND BEST**  
**CONFECTIONERY**

RECEIVED FROM THE LEADING  
LONDON AND PARIS HOUSES, COM-  
PRISING THE SIMPLER KINDS TO  
THOSE OF THE MOST RECHERCHE  
DESCRIPTION DAINITY PACKED.

**A. S. WATSON & CO.**  
LIMITED.  
ALEXANDRA BUILDINGS.  
[a1365]

**LANE, CRAWFORD & CO.**

Have been appointed

SOLE AGENTS

FOR THE

**WHISKY.**

The Brand of the

OLD

COACHING DAYS

Price Per 1 Doz. Bot. \$14.00

" " 1 " Flasks 8.00

" " 1 " 5.00

" " 2 Gallon Jar 14.00

[a2188]

**CUTLER, PALMER**

**& CO.'S**

PRICE \$11.00 PER DOZEN

NET

**SPECIAL BLEND WHISKY**

Bland

Selected

Distillations of the

Finest Scotch Whiskies

Apply to

**SIEMSEN & CO., Hongkong.** [a46]

**THE WINE GROWERS'**

**SUPPLY CO.**

Direct Importers of Wine, Beer and Spirits

from well-known Growers, Brewers and

Distillers.

Prices List on application.

**BARRETT & CO., Agents,**

Nos. 22 & 24, Bank Buildings,

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[a2347]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

Casks of 375 lbs. net \$5.00 per Cask ex Factory

Bags of 250 lbs. net \$3.20 per bag ex Factory

**SHEWAN, TOMES & CO.**

General Managers.

Hongkong, 1st September, 1904. [a1451]

**JUST ESTABLISHED**

(Telephone No. 467.)

**WING SUN & CO.,**

No. 54, QUEEN'S ROAD CENTRAL

(Premises Formerly Occupied by Messrs.

C. J. Guinn & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS,**

**SHIRT & BREECHES MAKERS.**

Fit, Quality, Workmanship Guaranteed.

Prices Very Moderate.

Now Showing:—New lot of Tweed Suits,

Trousers, and Fancy Vestings.

Also Smart Neckwear, Stylish Boots and

Shoes, and Fashionable Hats and Caps in

Highest Grade.

Inspection Invited.

Hongkong, 5th August, 1904. [1912]

**THE SWATOW GRASS CLOTH SILK**

**and DRAWN THREAD WORK**

**DEPARTMENT.**

Wholesale and retail quotations, particulars

and samples, will be sent free on application to

the above depot.

Swatow, 8th June, 1904. [2160]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.

**IMPERIAL BRANDY**  
\$12.00 PER CASE.

**THE ELITE OF WHISKY—**  
**THE "PALL MAIL,"**  
\$21 PER DOZ.

11 Years old: the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$11.00 PER DOZ.

Very soft, palatable, and mature

EVERYBODY SHOULD TRY THEM.

**AGENTS—SIEMSEN & CO., HONGKONG.** [a45]

**C.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.

**DOURO PORT,**  
\$15.00 PER DOZ.

A true, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.

**LA TORRE SHERRY,**  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—**  
**D.O.M.,**  
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

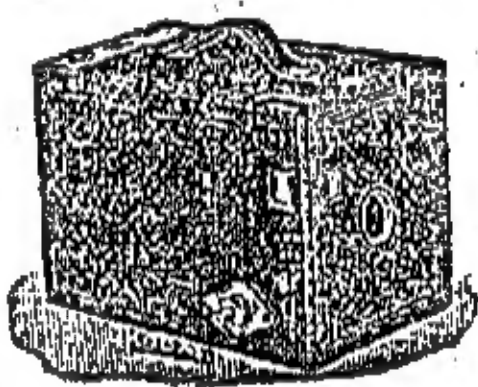
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GOOD WORK,

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

## LONG HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs. Ah Chee.) [a38]

Hongkong, 15th August, 1904.

## THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
**W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.**



**CALDBECK**

**MACGREGOR**

**& CO.**

**WINE AND SPIRIT MERCHANTS.**

15, QUEEN'S ROAD CENTRAL.

Hongkong, 24th November, 1904. [a35]

## A GREAT VICTORY.

CONSTIPATION, KIDNEY, AND ALL NERVOUS DISEASES VANQUISHED

BY—

**MORSE'S INDIAN ROOT PILLS.**

SOLD BY ALL STORES. AGENTS:—

## WATKINS LIMITED,

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 344. [a37]

## E. C. WILKS & CO.

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,  
POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Becclesfield Arcade, Hongkong.

[a1153]

Hongkong, 24th August, 1904.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Europe and the Far East, by Douglas ... \$5.90

Whoever Shall Offend, by Marion ... 1.75

Crawford ... 9.00

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Modern Polo, by Hayes ... 12.50

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Every Man His Own Lawyer ... 5.00

Read's Engineering Hand Book; 2 Vols. 10.50

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NEWSPAPER SCRAP BOOKS.

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King Edward's Cookery Book ... 2.80

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CHRISTMAS NUMBERS—LARGE VARIETY.

ANNUAL VOLUMES.

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Byways of the Empire ... 1.75

Abbess of Vlaye ... 1.75

Modern Billiards ... 4.20

Modern Conjuror ... 4.20

Roberts' Drawing for Engineers ... 5.90

Mackrow's Pocket Book ... 9.50

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

**H. HAYNES**

Manager.

## THE PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

[a14]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

**MANAGER.**

Hongkong, 10th June 1903. [a1902]

## CONNAUGHT HOTEL.

A FIRST CLASS HOTEL. Situated near  
the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

**MANAGER.**

Hongkong, 31st October, 1902. [a44]

## "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA)

**MACAO**

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

city of Macao.

Macao is 40 miles south-west of Hongkong

One steamer (s.s. Heungshan), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with both

these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

**THE MANAGER**

[a241]

## MACAO

AND

## CANTON

## HOTELS.

## A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

**WM. FARMER,**

Proprietor. [a273]

## SIEN TING.

**SURGEON DENTIST.**

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [2227]



# INTIMATION

## A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

# THE FINE MELLOW FLAVOUR OF OUR CELEBRATED



# VERY OLD LIQUEUR SCOTCH WHISKY.

IS ATTAINED ONLY BY GREAT AGE, BEING THOROUGHLY MATURED AND SUPERIOR QUALITY UNIFORMLY MAINTAINED.

PRICE \$16.50 PER DOZEN.

# A. S. WATSON & CO LIMITED.

ALEXANDRA BUILDINGS.

MARRIAGE.  
On 19th October, at the Catholic Church, Tenby, South Wales, by Rev. Father Moore, THOMAS ALEXANDER, youngest son of the late NICHOLAS ALEXANDER, of Hongkong, to AMY MARJORIE, daughter of the late WILLIAM GEORGE GREENISH, of Tenby.

# The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, O.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, DECEMBER 6TH, 1904.

The Anglo-Russian "situation" is still serious. Few people believe that the agreement for an international enquiry has restored the status quo. Indeed, there is every possibility that the tension may be found greater than before, when the finding of the International Tribunal comes to be given. The constitution of that tribunal is not regarded as altogether favourable to our conception of the rights of neutrals. Suppose the convention should decide that the circumstances warranted the extraordinary action taken by the Russian officers in the North Sea, would not the hands of our Government be in danger of being forced by an indignant people? We do not, of course, anticipate such a finding, but it is one that is possible. Is there any greater likelihood of our people being satisfied if the expected verdict is given? It must be remembered that, after a verdict even of "guilty," the functions of the international jury are done. The sentence rests with the judge, and that judge, being Russia herself, is not likely to satisfy the claims of remorseless justice. There is still the strong feeling that no adequate reparation will be made except at the instance of the injured nation itself. The *Pall Mall Gazette*, when it deprecated the vindication of British rights and British honour by any hands other than British, was echoing the well-known sentiment long ago expressed by Burns:

"Be Britain still to Britain true,  
Among ourselves be united;  
But never but by British hands  
Mean British wrongs be righted.  
The kettle of the Kirk and State  
Perhaps a clout may fall in't;  
But deal a foreign tinkler loon  
Shall over co' a nail in't."

That all sorts of excuses have been and will be made, with a view to proving extenuatory circumstances for the recent Russian crime, is already apparent. One of the most extraordinary is that afforded by the narrative of Captain B. FOSTER, the Dover pilot in charge of the Hamburg-American liner *Phoenicia*. He states that

his passengers saw what they thought to be several large jets of steam rising from the water. Nearer view showed them to be the geysering of a school of large whales. Of this material, the following plausible excuse is manufactured:

"Now, no Russian seaman, even if he had been tasting the Tsar in the most fiery of vodka, or the newest of rum, is likely to mistake for a torpedo-boat a grimy, squat trawler, with flaring white letters painted on her bow. But suppose the white glare of the searchlight happened to fall upon the half-submerged back of a mammoth whale, such as the monster referred to in Captain FOSTER's report. Such a 'fish' moving rapidly through the water on the outskirts of the trawler fleet might very easily be mistaken for a torpedo-boat by an officer whose nerves were 'on the jump.' Had a Japanese torpedo-boat been in the vicinity on the fateful night she would certainly have shown no lights, and a huge whale, dark in colour, showing only the curves of its big back, and moving at a high speed through the water, might easily have been mistaken for such a craft by those on the Russian men-of-war. And, if the searchlight flung its beam just at the moment when the creature 'spouted,' the resemblance would be considerably enhanced. But, it may be asked, Would not such a visitor have been apparent to the men on the trawlers? The most reasonable answer to this query is that any passing whale would not have been seen in the dark, unless it came quite close up to the little vessels, and, that when the Russians disclosed their presence by flinging the searchlights on the fleet, the trawler-men had no thought but to watch the operations of the passing warships. Once the bombardment began, it is hardly likely that they would have eyes for passing whales, even if such creatures did not instantly dive below the water. The presence of whales off the Dogger Bank is quite understandable, for the whale is a wandering beast, and knows as well as the fishermen where food is obtainable."

Against this somewhat thin theory of the antecedents of a disgraceful affair must be set the more believable one that the Russians were drunk. It is no longer mere theory. A correspondent of the *Manchester Guardian* says:

"A Russian merchant has translated to me a letter which he has just received from his son, who is a sub-lieutenant on one of the ships of the Baltic Fleet. After various references to the extreme difficulty of getting a letter posted without scrutiny, the young officer affirms that the great majority of the crews—officers and men alike—were intoxicated, and gives this as the reason for the Fleet being so far out of its proper course down the North Sea."

"We knew we were out of our course, and had fears that we should run aground somewhere. An alarm was given that the Admiral's flagship had done so, and in the confusion which followed three of the vessels of the squadron collided. In the midst of this confusion we came across what we believed to be a flotilla of torpedo-boats, and as we had instructions to fire upon any suspicious craft we quickly trained our guns and sank several."

"Here, at Cherbourg" (where the letter from which I quote was posted) they tell us that the vessels we fired upon were British fishing vessels. That may be, as the confusion in our Fleet was so great. We certainly got nothing in return; but later on in the night there was a rapid exchange of shots between our vessel and another, and it was only when we recognised from a small shell which came aboard, but did not explode, that the ammunition was Russian, that we saw a mistake had been made, and that we had been firing upon one another. We had several men wounded. Can you imagine a more unfortunate affair? But it is not surprising. Everyone, from the Admiral downwards, seems so demoralised, and without heart or hope."

There is also the theory that a Russian party was desirous to provoke a war with Great Britain to afford excuse for patching up a peace with Japan. Concerning this idea, the Japanese point of view is apt to be overlooked. The *Times* publishes a letter signed K. S. YAMAGUCHI, which protests against the suggestion that Japan would be willing to agree to a peace, however favourable to herself, at the cost of exposing her ally to unfettered Russian aggression. Amid all the discussion, one point seems clear, that the danger is not over, and the letter with which we conclude is typical of a fairly general desire to put the issue to a settlement that will be, as much as possible, final and decisive. It was written by Lt.-Col. H. W. L. HINE to the *Globe*, and is well worth republication.

"When the late Admiral Sir Charles Napier was a midshipman he was sent in a boat one very dark night to fasten an infernal machine on a French warship. After wandering about for a little time he reached a ship and proceeded to attach to it his machine. While doing so there was heard from above the unmistakable voice of his own First Lieutenant, saying in suppressed tones:—'Napier, don't you, haven't you started yet?' The Russians, we are now told, attempted similarly to torpedo one another on the Dogger Bank. Russia, in fact, is acting the part of L'Atreide who told the thespians, when they asked him whom he suspected of stealing his treasure, that he suspected everybody, even himself. We have by no means got clear off the Dogger Bank yet, and the advice of Machiavelli (in his 'Prince'), suits our case to the letter:—'One ought never to allow a disorder to take place in order to avoid war, for war is not thereby avoided, but only deferred to your disadvantage.'"

On page 5 will be found the minutes of the meeting of the Hongkong Chamber of Commerce, held on Tuesday, 8th November.

M. Takahira, the Japanese Minister to the United States, who underwent an operation for appendicitis, was reported to be recovering.

The *Fearless*, cruiser, Com. P. Vaughan Lewis, D.S.O., is ordered to return to England from the China Station as soon as convenient to pay off.

Mr. A. G. Hales, war correspondent, has finished a novel of Japanese life, which Messrs. Hutchinson are publishing under the title of "Little Blue Pigeon." It is illustrated with photographs.

Car. R. Pescio is appointed by the Italian Government as its Commercial Delegate in Hongkong, and is prepared to answer inquiries with regard to Italian produce. His address is c/o Messrs. Gregor & Co.

Return of visitors to the City Hall Library and Museum for the week ending the 4th December, 1904, were 176 non-Chinese and 88 Chinese to the former, and 49 non-Chinese and 1,167 Chinese to the latter institution.

Willie Ford, the "Australian Little Tich," and company, arrived by the s.s. *Pianiss* from Bangkok. The Bangkok papers praise the humorous and variety entertainment that was given there. The company is going to play here.

An "Imperial Press Bureau" is to be opened in St. Petersburg on January 14 next. According to the *Juridical Gazette*, the new bureau will be organised under the direction of a special director belonging to the Censorship of the Press, "in order to make foreign telegrams harmonious with the national interests of Russia."

The weekly return of communicable diseases gives three fatal (Chinese) cases of enteric fever. Outside the city limits there was a European case of smallpox, imported from Yangtze, and a European case of enteric, also imported. During the 48 hours ending at noon yesterday, one Chinese died of plague.

The two tugboats *Hawk* and *Petrol*, which were recently constructed by Messrs W. S. Bailey & Co. for Messrs J. G. White & Co., contractors to the Philippine Government, having undergone a successful trial trip under the inspection of the owners' representatives, left yesterday (Monday) for Manila, each vessel being under her own steam.

The foundation stone of the new church in Kowloon, which Sir Paul Chater is erecting as a gift to the Colony, will be laid on Tuesday, 13th inst., at 4 p.m. The service will be conducted by the Bishop of Victoria, who will lay the stone, and the clergy of the Colony. The members of the Cathedral Choir have expressed their willingness to attend and give their help in the service.

The cruiser *Pearl*, Captain E. P. Aase, which was commissioned at Devonport in 1901. It is to be withdrawn from the Cape of Good Hope Station without relief, and return to England as soon as possible. The sloop *Exigile* (Commander E. G. Barton), the *Rinaldo* (Commander D. St. A. Wake), and the *Vedette* (Commander Stuart Farquhar) have received orders to return to England from the China Station.

Fear of the Highlanders, as the terrible secret society of the Chinese in America is named, has produced a terrible tragedy. It had repeatedly threatened a compatriot named Lee Quin, a wealthy Chinaman and one of the most influential of his race in the country, and finally caused him to shoot himself. In the man's pocket was found the following letter, signed "See Yup," the official signature of the Highlanders:—"Lee Quin, you must pay the five hundred dollars at once. If you do not we will cut you into four quarters—your arms off, your legs off, and your head off."

Sir Wm. de Vaux had the following question over his signature in the *Times* last month:—Is General Stoessel's despairing message to the Tsar to meet with no response, and are those who cry "Ave Caesar Imperator, morituri te salutent," to be in this 20th century permitted to die? If the fall of Port Arthur is inevitable, what possible advantage is to be gained by the death of its brave defenders? Surely they have already earned a sufficiency of immortal glory through this final sacrifice which they are evidently willing, but ought not to be permitted, to make.

Evening dress at the Opera in Berlin is not compulsory except on command nights, when the Kaiser is present in state; and even then it has only been compulsory in theory hitherto. The rule was there, but it was habitually disregarded. One night last month, however, the Opera authorities suddenly pounced, whether by Imperial order or not we do not know; and numbers of ladies who had arrived in daytime dress were ruthlessly refused admittance. Henceforth no slandering will be able to assert that the German mind moves slowly. The ladies instantly rushed to the cloak-room, and by the swift and merciless application of scissors, hacked their morning costumes into a passable representation of evening dress, the most important point of which, of course, is that which is not there. We would have given something to see the general effect of a houseful of improvised evening dresses of this kind, and improvised smiles put on to please the Kaiser, which doubtless came off with great promptitude as soon as it was convenient to remove them. The husbands of Berlin, probably, have realised by this time that new morning costumes will have to be paid for.

The usual New Year's Day Taikee Sports will not be held this year.

Mr. R. Riddoch, the chief engineer of the s.s. *Ampho*, died at Saigon on the 1st inst. He was 65 years of age, a native of Dorsetshire.

H.M.S. *Leviathan* left for the Mediterranean Station, to relieve the *Bacchante* and take up the position of second flagship, yesterday afternoon.

An extraordinary general meeting of the shareholders in the Green Island Cement Co. will be held on the morning of the 14th inst. at eleven o'clock for the purpose of submitting for confirmation the recently passed resolutions as to increasing the capital of the Company.

P.C. Williams is at Government Civil Hospital, but progressing favourably, suffering from injuries sustained by a collision with an electric tram. He was riding a bicycle at the time, and his wheel must have skidded. The car knocked him down and he was caught by the life guard. He was cut and bruised.

# THE DUKE OF ABBRUZZI.

His Royal Highness the Duke of Abruzzi landed at eleven o'clock yesterday morning and paid an official call on His Excellency Sir Matthew Nathan, the Commander-in-Chief, and the Admiral. He was accompanied by Cher. Z. Volpelli, Consul-General for Italy, and received at the Jetty by Cher. R. Pescio, Commercial Delegate to the Italian Government.

# ALLEGED THEFT OF \$25,000.

R. D. Vania, a Parsee residing at No. 16, Gage Street, at the Magistracy yesterday afternoon applied for a summons against another Parsee, on a charge of unlawfully stealing, in the year 1900, the sum of \$25,000, being the proceeds of a sale of two houses on Lot 59, on the Shamoan at Canton.

Mr. Gompertz said that under the circumstances, the charge being a very grave one, he would require more than a verbal application. He asked how long the man had been in the Colony.

Complainant said that the man he charged had been in the Colony five years, while he himself had been in the Colony fifteen years.

Mr. Gompertz repeated that he required an application in writing and recommended the complainant to see Mr. Hallifax.

# VICTORIA REGATTA.

## FINAL ARRANGEMENTS.

Thursday and Friday (the 8th and 9th inst. respectively) being Regatta Holidays, the exchange banks will be closed to the transaction of business at one o'clock in the afternoon. The V.R.C. Committee invite the ladies of Hongkong to be present on board the flagships *Kwongtung* and *Kwongchow* at 1.30 p.m. or later on the above mentioned dates. The Ladies' Prize will be presented by Miss Barnes Lawrence immediately after the race on Saturday, the 10th inst., at 4 p.m. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., a launch will leave Blake Pier on Thursday and Friday, at 1 p.m. and on Saturday, at 12.30 p.m. to convey visitors on board the flagships, and will make a second trip on each day at 2 p.m. It will leave the flagships 10 minutes after the last race on each day. By kind permission of Lt.-Col. W. S. Birdwood and officers, the band of the 110th Mahratta Light Infantry will perform each day. The Secretary's Launch will leave Blake Pier each day at 12.30 p.m. sharp to convey rowing members to the flagships.

# LOCAL EXPERIMENT WITH LIQUID FUEL.

A demonstration of the practicability of liquid fuel was yesterday given on board the s.s. *Goldmouth*, in Hongkong Harbour. Invitations had been issued from Capt. Stanley through Messrs. Arnold, Karberg and Co. Included among the visitors were Messrs. E. Goetz, C. A. H. Westmeyer, E. Arnold, F. F. Boyet (Arnold, Karberg and Co.), A. Forbes (Bradley and Co.), Kraay (Asiatic Petroleum Co.), Capt. Cocker (Imperial Customs), E. A. Hewett (P. & O.), Newman Munford (Lloyd's Surveyor), F. Miller (Bradley and Co.), O. Struckmeyer (Siemens and Co.), P. E. Hermann (Gaupp and Co.), F. Nicolai (Hamburg-America Line), Captain Engineer Hurst, Captain Blake (Naval Yard), Captain Montague, E.D.E., J. W. Bolles (Standard Oil Co.), J. L. Houston (Naval Yard), W. S. Bailey (Bailey and Co.), Souchow, Girschenbraun (Hamburg-America Line), Captain Lieut. Von Egidy, Engineer Lemke, Engineer Bohlke and Staff Paymaster Lehmann (*Fuerst Bismarck*).

Anchor was weighed and the vessel proceeded on a trip with Mr. J. McIlroy, pilot, on the bridge. The run was to near Kallet Bank, east of Lamma Island, Cape D'Aguiar, south of "Bokhara" Rocks, and home by way of the Lysomoon Pass.

The fuel was smokeless; no stokers; the furnaces were easy to feed by means of taps (it is sprayed into the furnace by means of a steam pipe); the fuel is easy to take on board; no dirt; pumps act as an equivalent of trimmers; six firemen instead of about nineteen, which number would be required in a coal steamer of the same size; 35 tons of liquid fuel per day is used by the *Goldmouth* as against 45 tons of coal.

The *Goldmouth*, which is operated by the Shell Transport Co., has a cargo carrying capacity of 7,445 tons.

# TELEGRAMS.

## [REUTER'S SERVICE.]

## RUSSIA AND THE DARDANELLES.

LONDON, 3rd December.

The Russian Press is agitating for the opening of the Dardanelles to the Black Sea fleet. The *Novoe Vremya* contends that only the consent of the Porte is necessary.

## THE WAR.

[REUTER'S SERVICE.]

## THE RUSSIAN BALTIC SQUADRON.

LONDON, 3rd December.

The whole of Admiral Folkestone's squadron has passed Perim, making for Aden.

The yacht *Caterina*, telegraphed on the 25th November, left Massowah on the 30th ult. proceeding southward.

## SPANISH NEUTRALITY.

LONDON, 3rd December.

The Japanese Minister at Madrid has asked the Foreign Minister for explanations regarding coaling and provisioning the Baltic fleet at Vigo. The Minister replied that Spain had strictly observed neutrality.

## THREE CHARGES OF MURDER.

The three men whom we mentioned in our last issue were not brought before the Magistrate yesterday, as they had not finished making their statements, but the case is to come on to-day. Their names, etc. are:—Charles Smith, age 20, unemployed seaman, fixed abode U.S.A.; Erik Hogman, age 22, unemployed seaman, fixed abode Finland; William Nason, age 17, unemployed seaman, fixed abode U.S.A. The charges are as follows:—

(1) That you Charles Smith, Erik Hogman, and William Nason on the 27th day of November, 1904, in the waters of this Colony, feloniously, wilfully, and of your malice aforethought, did kill and murder one Chan Yee against the peace of Our Lord the King, his Crown and dignity, contrary to Section 2, Ordinance 2, of 1865.

(2) That you Charles Smith, Erik Hogman, and William Nason on the 27th day of November, 1904, in the waters of this Colony, feloniously, wilfully, and of your malice aforethought, did kill and murder one Kwok Tit against the peace of Our Lord the King, his Crown and dignity, contrary to Section 2, Ordinance 2, of 1865.

(3) That you Charles Smith, Erik Hogman, and William Nason on the 27th day of November, 1904, in the waters of this Colony, feloniously, wilfully, and of your malice aforethought did attempt to kill and murder one Kwok Su against the peace of Our Lord the King, his Crown and dignity, contrary to Section 2, Ordinance 2, of 1865.

## DAIRY FARM CO., LD.

## EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the Dairy Farm Co., Ltd., was held at the offices of the Company, No. 2, Lower Albert Road, yesterday afternoon for the purpose of confirming certain resolutions. Mr. E. H. Hinds (Chairman) presided, and there were also present Messrs. S. A. Seth (Secretary), F. Maitland, E. Osborne, and James Walker. The resolutions, which were confirmed, are as follows:—

That the following be added to the Articles of Association:—

Article XVII, paragraph 14—The Directors may, from time to time, with the sanction of the company in general meeting, declare a bonus or a dividend to be paid to the members in proportion to their shares out of the reserve fund or out of any other accumulated profits for the time being of the company, and with the like consent may also declare that such bonus or dividend may be appropriated in payment of any calls upon new shares to be allotted to the existing shareholders upon any duly authorized increase of capital. (2)—That the capital of the company be increased by the sum of \$112,500, divided into 15,000 shares of \$7.50 each, and that the directors be authorized to allot such shares *pro rata* among the existing shareholders according to the number of shares for which they may, on the 10th day of November 1904, be registered, in the proportion of three new shares for every complete two shares held by them on that date.

That the directors' remuneration (as allowed by Article XV, paragraph 10) be increased from \$1,500 to \$2,500 per annum.

That the directors be authorized to declare a bonus or dividend out of the reserve fund or out of the accumulated profits of the company sufficient to pay a call of \$3.00 per share upon the new capital already authorized to be raised by special resolution, and that such bonus or dividend be appropriated for the purpose of paying such call.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 5th at 11.25 a.m. the barometer has fallen rapidly in the extreme north of Japan and risen at all other stations.

A deep depression passed yesterday across Hokkaido and has now reached the Pacific. Gradients are moderate upon all the coasts of China and moderate N.E. monsoon will prevail in the Formosa Channel and over the greater part of the China Sea.

Forecast:—Fresh E. to N.E. winds; fine.

# THE WEST POINT FIRE INQUIRY.

Mr. H. H. J. Gompertz yesterday afternoon continued the inquiry into the cause of the fire which occurred at Chung Kan Lane, West Point, on the 23rd November.

Mr. H. W. Looker (of Messrs. Dacon, Looker and Dacon) again represented the following insurance companies:—The London and Lancashire, the Sun, the Royal, the Hip On, the Yee On, the Commercial Union, all of which were interested in godown No. 3. Mr. Coppin represented the Northern Insurance Company, which was interested in Godowns No. 1 and 2. Mr. Chung Yu Fan represented the Yan On Insurance Company, which was interested in godown No. 4. and Mr. Lung Yan Kwai represented the Un On Insurance Company, which was interested in Godowns No. 1 and 2.

Other Chinese witnesses were called. They repudiated their former statements that they suspected that coolies knocked over a lamp when carrying bags, and so set fire to the rice husks.

P.S. Hedge, a fireman in the Brigade, said that on the 23rd November the alarm was sounded at the Central at 4.10 p.m. On reaching the place he saw P.S. Watt. The doors of No. 2 and 3 godowns were locked, but that of No. 4 was open—that was at about half-past four. With the assistance of P.S. Watt he got the hose into No. 4 godown, the roof of which was already alight. The water was then turned on, and they began to play it on to the fire. To get at the flames a little better they went up some stairs situated between Nos. 3 and 4 godowns and on reaching about half way up reached an archway which was boarded up. Fire falling from up above on the stairs, the partition mentioned caught alight. They therefore played the hose on this partition, and the force of water broke it in. He was thus enabled to see into No. 3 godown—in the centre of it, between the pillars, there were three small heaps of rice, and also another heap on the right-hand side against the wall. He was then unable to see what was on the other side of the godown, or at the farther end. About an hour and a half after his arrival the first floor of No. 3 godown fell in, and when this happened there appeared to be nothing below for it to fall on. He remained playing water on Nos. 3 and 4 godowns till about half-past ten o'clock, and then left off. When he looked into No. 3 he saw roughly a hundred bags of rice.

P.C. Shepherd, another Brigade man, said that on arriving on the scene he saw the doors of Nos. 1, 2 and 3 godowns all locked with padlocks, but the door of No. 4 godown was open. Ten minutes later the roof of No. 3 fell in, the door of 3 broke out, and No. 4 caught fire. He was the first European constable on the scene, though an Indian P.C.—No. 502 he thought—was there before him; this man was running out a despatch box when witness arrived.

P.S. Watt gave evidence. There was nothing in No. 3 godown; if there had been it could not have burnt up in the time it did. Two Chinese interpreters certified that statements now denied by former witnesses were correct.

The enquiry was further remanded. Mr. Gompertz signifying his intention to visit the spot.

# THE GOVERNOR AT THE CIRCUS.

Last evening a particularly attractive programme was given at Harcourt's Circus. His Excellency Sir Matthew Nathan, K.C.M.G., and suite, were present. The programme was an excellent one, the main feature being "Dick Turpin's Ride to York."

A matinee performance will, as usual, be given to-morrow. For Friday it is announced that in conjunction with the Circus show there will be boxing bouts by Jack McAuliffe and his friends. This is the last week of the Circus, and the final performance will be given on Saturday. Full particulars are given in the advertisement.

# MILITARY STUDENTS OF JAPANESE.

It is notified in Army Orders issued last month that four officers, not above the regimental rank of Captain, will be selected annually for a two years' course of study and residence in Japan. The names of applicants must reach the War Office, through the usual channels, by December 15 next, and by July 15 in succeeding years. Any special qualifications should be stated in the application. The officers selected this year will be required to embark early in February, 1905; those selected in 1905 and future years will be sent out to Japan early in September. Two complete years will be passed in Japan. A preliminary examination will be held after four months' actual residence in Japan. An officer failing to pass this examination will be required to rejoin his unit at once. The test will be (a) a simple colloquial test, and (b) questions, at the discretion of the examiner, based on the first three chapters of Lambie's *English-Japanese Etymology*. The object of this preliminary test is merely to ascertain if, in the examiner's opinion, the candidate has been working in earnest, and is likely to acquire in time a reasonable proficiency in the language. Fifty per cent. of the marks in each subject must be obtained to pass. A second examination will be held at the end of twelve months' residence in Japan. An officer failing to pass this examination will be required to rejoin his unit at once. The test will be:—(a) Oral: Conversation with an educated Japanese on simple topics, to include as far as possible matters useful to Military officers; (b) Written: (i) Simple sentences or passages selected from textbooks—Japanese into English, and English into Japanese (ii) Translation of a passage or passages from one or more of the first three volumes of the Japanese Reader prescribed for study. Fifty per cent. of the marks allotted in each separate subject of the examination must be gained to obtain "special mention."



## ROYAL HONGKONG YACHT CLUB.

FOURTH CLUB RACE.—5TH DECEMBER.

The day opened bright and clear, with a cool easterly wind blowing up the harbour, which freshened considerably with the flood tide. The race commenced at dead low water, so that there was a boat down to the Lyemun Beacon from the Police Pier, and again from the Cust Rock; considerable judgment was therefore necessary in choosing the best course. Some boats went for the slack water on the Quarry Bay side, and some went for the five puffs coming off the north shore of the harbour, where, however, north tide was running against them.

The Championship class were all present at the start, and *Elaph* quickly showed to the front, but at Blackhead's Pier she was passed by the *Vernon* and *Dione*. From this point the *Dione*, with her beautiful new Laphorne sail, perfectly stretched, and with every inch of it doing good work to windward, rapidly eluded away from the other boats and won easily. Only half of the *Alceon*'s sail seemed to be drawing in working to windward, and she did not go well in consequence. Times at finish:

	H. M. S.
<i>Yacht</i> .....	3 47 20
<i>Dione</i> .....	4 50 15
<i>Vernon</i> .....	5 1 30
<i>Elaph</i> .....	5 1 30
<i>Alceon</i> .....	5 11 30

## HANDICAP CLASS.

In this race neither the *Alamiah* nor the *Iris* were in their usual form, the former probably because her new sail is not sufficiently stretched for working to windward. The *Payne* also was sometimes overpowered by the strong puffs and did not sail so well as usual.

The *Chanticleer* and *Dorren* were well handled and crossed the line well ahead of the rest of the fleet.

The times at the finish were as follows:

	Actual	Corrected
<i>Yacht</i> .....	4 55 50	4 55 28 (1)
<i>Chanticleer</i> .....	4 58 40	4 49 18 (2)
<i>Dorren</i> .....	5 1 30	4 50 50 (3)
<i>Payne</i> .....	5 3 7	4 43 30 (4)
<i>Iris</i> .....	5 7 20	4 40 30 (5)
<i>Gloria</i> .....		gave up

## ONE-DESIGN CLASS.

In the one-design class *Min* got the best of the start, closely followed by *Kathleen* and *Colleen*. *Benito* chose the shore end of the line, and was consequently put almost at once, but shortly afterwards, by keeping more out into the tide, she found a better wind and crossed the other three boats somewhat easily. *Colleen* kept over towards the Hongkong shore and put herself out of the race by so doing. *Kathleen* kept up close to Channel Rock, with *Min* and *Benito* a little to leeward of her, and was consequently more favoured by the fresh puffs coming over the gaps in the hills. She rounded the Beacon about a minute ahead of *Min*, who had caught and passed *Benito*. There was no change on the run down to Cust Rock; but *Kathleen* gyving rather well round the buoy let *Min* in to windward of her. *Min* at first increased her lead, but was caught again soon after passing Channel Rocks. *Kathleen* was again well served by the wind, and rounded the Beacon about half a minute ahead of *Min*, *Benito* and *Colleen* being some minutes behind. The order remained the same to the finish, *Min* decreasing *Kathleen*'s lead slightly in the run home. The times of finishing were:

	H. M. S.
<i>Yacht</i> .....	4 16 45
<i>Kathleen</i> .....	4 17 25
<i>Min</i> .....	4 28 10
<i>Benito</i> .....	4 29 30
<i>Colleen</i> .....	4 29 30

## POLICE COURT.

Monday, 5th December.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

## DISORDERLY SAILORS.

Two bluejackets from H.M.S. *Leviathan* were charged with fighting in the public street, and one of them with also assaulting an Indian constable who tried to separate them. The one was fined \$5 and the other \$15.

## HOUSEBREAKING.

A man was charged on two counts of house-breaking and one of burglary. He was sentenced to two terms of six months' imprisonment, and one of three months' imprisonment, with six hours' stocks attached to each term.

## CUTTING AND WOUNDING.

Two Chinese rice-pounders had a dispute, and one of them drew a knife on the other. The latter waved off the blow with his arm, which was badly cut in consequence. The culprit was sentenced to six weeks' hard labour.

## SWEDEN IN TROUBLE.

A Swede named Carlton was fined \$3 and ordered to pay \$2 compensation for damaging a ricksha.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

## SKELETON KEYS.

A Chinaman was arrested on suspicion in the early hours of the morning at Jervois Street. Skeleton keys were found in his possession. The man pleaded that he was a locksmith, and when he was arrested was on his way to see a friend. He was sentenced to 25 days' hard labour and six hours' stocks, and also recommended for banishment.

## ALLEGED ARMED ROBBERY.

Three men were charged with committing an armed robbery, together with others not in custody, on the 27th ult. It was said that they boarded Admiralty Extension Works Lighter No. 13 at Mataukok, and being armed with knives and other offensive weapons, robbed \$10 from the person of a woman. There was also another charge of attempted armed robbery against them. The case was remanded.

## SUPREME COURT.

Monday, 5th December.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUNISH JUDGE).

HONGKONG BUTCHERY CO. v. H. HOWARTH.

In this action the plaintiff firm claimed \$92.47 and costs on account of provisions supplied through a pass-book in the name of the defendant, a storekeeper in the employ of the C. P. R. Co.

Mr. E. J. Grist appeared for the plaintiff firm; Mr. J. Hays for the defendant.

Sin Ping Un, a clerk in the employ of the plaintiff firm, said he knew the defendant, who first came to see them on the 12th or 13th August. Defendant gave him his signature (produced) and witness issued a pass-book. On this pass-book goods were supplied during August and September. Then the defendant's orders ceased for a little while. Later, the defendant, through his boy, applied for another pass-book. This was given—that was on the 29th or 30th October. Goods were supplied to that boy, the same boy, on that pass-book to the value of \$92.47.

Cross-examined—The two months' provisions paid for commenced on the 14th August till the middle of October. The accounts were rendered at the end of each month for the whole amount in the pass-book.

Mr. Hays produced a bill paid, dated the 30th September.

His Honour thought the figures looked as if they had been altered from the 10th to the 30th.

Mr. Grist said there was a mistake in the writ; the goods were supplied during November and December.

Mr. Hays having no objection, the writ was amended accordingly.

Continuing (cross-examination), witness said that it was not on the 29th November that the boy brought him that bill produced; it was previous. Witness had threatened to sue the defendant before that.

By the Court—The supplies were stopped during an interval of six weeks between the time of issuing the first and second pass-books.

He did not ask the boy why he did not go during that period. The boy brought the signed paper without being asked for it. For the firm the signature produced was sufficient; they gave supplies during November and December. It was about the 9th December that the supplies were stopped. Defendant was asked for the money, and he told the sheriff to wait till his boy returned from the country.

His Honour—You ought to have brought this action a long time ago.

The proprietor of the Hongkong Butchery Co. gave corroborative evidence. Defendant had denied getting so much provisions, and said they must have been on the "boy's" account. Plaintiff went away in June and did not return for several months.

Cross-examined, plaintiff said he did not commence the proceedings before June because defendant spoke in "that way"; sometimes accounts were allowed to stand over. The account was larger than previously; the boy had said there were two or three more men messing.

The defendant denied that he authorised his boy to get goods from the plaintiff firm after September. The bill produced was in his writing, but, as a matter of fact, he had left it there on the previous month—it was a lie that his boy had brought it.

His Honour in summing up said that the defendant should have given the plaintiff firm written notice when he wished to discontinue; during the interval of six weeks he might have been away at Amoy, or sick, or anything. It was quite clear that the defendant employed the boy to go to the shop and buy goods, and there was no evidence whatever that this authority had been taken away from the boy. He gave judgment for the plaintiff firm with costs.

CHAN HU Y. BESSIE BADOLFI.

The plaintiff claimed \$146 on account of goods sold and delivered.

Mr. O. D. Thomson appeared for the plaintiff; Mr. J. Hays for the defendant.

Mr. Hays said that they would consent to judgment for \$144.50.

The plaintiff agreed to this, and judgment was accordingly given, execution being stayed till Thursday next.

## IRRIGATION FOR SIAM.

Mr. Consul Beckett's report from Bangkok contains, says *Commercial Intelligence*, a number of an extremely interesting report on the question of the irrigation works which should be undertaken by the Siam Government. It is undertaken by the Director of the Irrigation Department, an officer of the Government of Netherlands India, whose services have been temporarily placed at the disposal of the Siam Government. He recommends a scheme for irrigation and drainage embracing (1) the improvement of the "klongs," or canals of different sizes already existing in most parts of the Lower Menam Valley, and (2) the construction of a supply system consisting of a great weir across the Menam River at Chaimat and of three main canals—one on the right bank, one on the left, and a canal called the "Supan Main Canal," reaching from the weir on the Menam to the mouth of the Mekong River, with head sluices, distributory works, and navigation locks, and of a system of distributory canals with proper arrangements for water supply and navigation. Various difficulties present themselves to the execution of such a scheme, but there seems to be no doubt that much may be done for the country by irrigation. In the meantime minor works are being carried out in the immediate vicinity of Bangkok, such as the draining of the site of the silk culture establishment in order to prevent the mulberry trees being damaged by too much water, with which is connected the draining of the adjoining marsh for the new site of the royal educational establishment known as King's College.

## SOCIALISM IN JAPAN.

In the past year or two there has been a considerable spread of Socialistic propaganda in Japan, and the evidence is just as clear that the Government does not intend to encourage the growth. Some time ago the process of law was used against the Socialist weekly journal, *Heimin Shinbun*, but this failed to suppress the journal. It is to be again prosecuted on some charge in connection with the ignoring of the Imperial authorities, and the Government by other means is showing that it intends to take strong measures against those who profess Socialism. The headquarters of this body are the offices of the *Heimin Shinbun*, which paper was started some twelve months ago by Mr. Kotoku, a member of the editorial staff of the *Yokohama*, who left this journal on a difference of opinion with the proprietor in regard to the war. The other day a garden party was to be held to celebrate the first anniversary of the Socialist journal, but the Government prohibited the meeting, and this arbitrary measure was followed by the suppression of the Socialist Association.

The reason for these strong measures against a young but growing section of politicians is attributed to the principles the Socialists profess. They are charged with something worse than advocating the principles of Socialism, as they strongly denounce war. They allege that the war with Russia is but the outcome of the belated spirit of the Japanese Government. They Government aspires to a display of military power, the extension of territory, and has other baronous ambitions. They are further charged with ridiculing and perverting the Imperial Rescript declaring war against Russia. One of their number, Katayama Hironaka, at a Socialist Convention in Europe, had declared that they "were the victims of the selfishness of the State and the ambition of statesmen." Katayama alleged that the Japanese Government commenced hostilities with selfish and ambitious objects, and had used words flattering to the Japanese people, and belittling the Japanese Government. The so-called Socialists also ridicule the enthusiasm of the Japanese people, as developed by the present war, and it is the opinion of the Government that such teachings and activities of the present time deserve no quarter. The Japanese Socialists have no representatives in the Diet, and are as yet a weak party in the country.

It is reported that the Procurator of Tokyo Chino Shibasaki, will order persons attempting to pervert the Imperial Rescript to be prosecuted for ridiculing or ignoring the Imperial authority.—*Kobe Chronicle*.

## RUSSIANS AND BRITISH COAL.

Especially as Russia has recently declared coal to be contraband of war, the British Government should certainly forthwith forbid the sale of British coal to be supplied to foreigners—anyhow till after the conclusion of the Russo-Japanese War. If necessary, compensation could be given to British coalowners. Should the present Russo-Japanese War involve other Powers, then, in self-defence, there should be an international embargo on British coal (except to our allies) to prevent our military, mercantile, fishing, and fish-carrying fleets being left without sufficient coal supplies. The German Government recently bought up several German coal mines, so that during war they would have to depend on the coal of the United States. It is evident that but for British coal the Russian Baltic Fleet could not have been in the North Sea; indeed, in other words, British traders have supplied the Russian fleet with the means of destroying British fishing vessels and fishermen in the North Sea.

The following correspondence passed between Messrs. Woods, Tylor, and Brown, steamship owners, and the Foreign Office:—

44, Leadenhall-street, London, E.C. Oct. 25.  
The Secretary, the Foreign Office,  
Whitehall, S.W.

Dear Sir,—In this morning's *Standard* we read that the British steamer *Reddick* is lying at Vigo with a cargo of coal on board for the Russian Baltic Fleet. Some time ago we were approached by brokers here, who were indirectly acting for the Russian Government, asking if we would offer to follow the Russian Fleet with coal supplies, but we refused to entertain this business. We respectfully call your attention to the above case of the *Reddick*, and ask you if, under the existing circumstances, it is permissible for British owners to charter their vessels for such a purpose. I am, Gentlemen, your most obedient humble servant.

(Signed) F. A. CAMPBELL.

To Messrs. Woods, Tylor, and Brown, 44, Leadenhall-street, E.C.

Foreign Office, 3rd November.

Gentlemen,—I am directed by the Marquis of Lansdowne, to acknowledge the receipt of your letter of the 25th ult., in which you inquire "whether it is permissible for British shipowners to charter their boats for such purposes as following the Russian fleet with coal supplies." I am to inform you in reply that it is not permissible for British owners to charter their vessels for such a purpose. I am, Gentlemen, your most obedient humble servant.

(Signed) F. A. CAMPBELL.

To Messrs. Woods, Tylor, and Brown, 44, Leadenhall-street, E.C.

## A RAILWAY SCHEME FOR SZECHUAN.

A Chengtu despatch states that in response to instructions from Viceroy Hsi Liang, the Director of the Szechuan Railway Bureau, a Taoist named Chao invited a large and influential body of gentry, notables, and wealthy merchants of Chengtu to a meeting to consider ways and means for the raising of funds to construct a railway in Szechuan province, with native money alone, and avoid the necessity of making a foreign loan. No fewer than seven hundred gentlemen attended the meeting, and the general consensus of opinion was that the required funds could easily be raised by landholders apportioning a certain percentage of the rentals each year for a stated period.—*N.-C. Daily News*.

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Palawan* left Sing por for this port on the 3rd Dec. at 3 a.m. and arrived at 10 p.m. The *N.Y.M.* steamer *Lincoln* left for this port on Saturday at 10 p.m., the 3rd Dec., and may be expected here on Thursday, the 8th Dec., a.m. The O. & O. steamer *Geddis*, with mails, &c., which left hence Nov. 5th for San Francisco via Shanghai, &c., arrived at her destination on the 2nd Dec.

## CONTRABAND OF WAR.

LETTER FROM LORD LANSDOWNE.

The London Chamber of Commerce has received the following communication from Lord Lansdowne arising out of the Deputation from the London Chamber of Commerce to the Prime Minister, on August 23, and further correspondence on the subject of contraband of war:—

Foreign Office, November 2, 1904.

Sir,—I have laid before the Marquis of Lansdowne your letter of the 18th ultimo, in which you inquire whether there are any fresh developments in the attitude adopted by the Russian Government in regard to contraband of war, and, in reply, I am directed by his Lordship to communicate to you, for the information of the London Chamber of Commerce, the following statement:—

On February 28 last an Imperial Order was issued, containing Rules which it was stated that the Russian Government would enforce during the War with Japan. A translation of this Order was published, as your Chamber is no doubt aware, in the *London Gazette* of March 11 last. An extract from the *Gazette* is enclosed, for convenience of reference, in this letter, and it is, therefore, unnecessary to recapitulate the provisions of the Order. The more important of them are contained in Articles Nos. 6 and 7.

On March 13 the Russian Government published instructions to the Commanders of their warships, from which it appeared that additions had been made to paragraph 10 of Article 6, so as to include, under the head of provisions, forage, all kinds of grain, fish, fish products, beans, oil, and oil cakes, and to the list of remaining articles for use in war were added machinery and parts thereof intended for the manufacture of cannons, small arms, and projectiles. A notice to this effect was published in the *London Gazette* of March 22, of which a copy is enclosed.

On May following, His Majesty's *Charge d'Affaires* at St. Petersburg reported by telegram that certain had been added to the list of articles declared to be contraband. As this was the first occasion, so far as Lord Lansdowne was aware, that the article had been so described, inquiries were at once instituted at St. Petersburg, as a result of which it transpired that the declaration applied only to raw cotton "suitable for the manufacture of explosives," and not to cotton yarns or tissues. Notices relating to this Order were duly published in the *London Gazette* of May 10 and 31st last (see copies enclosed).

Now, although a very large majority of the articles enumerated in the ten paragraphs of Rule 6 are unquestionably such as would be generally admitted to have an absolutely contraband character, the list included other articles, notably coal, ammonia, alcohol, rice, provisions, horses and beasts of burden, which are susceptible of use for peaceful as well as warlike purposes. Inquiries were, therefore, at once instituted at St. Petersburg, in order to ascertain whether the Order implied that these articles were all regarded as unconditionally contraband.

The Russian Government replied that this was the case, and his Majesty's Government thereupon expressed their great surprise and concern at this announcement. They did not contest that, in particular circumstances, provisions might acquire a contraband character, as, for instance, if they should be consigned direct to the Army or Fleet of a belligerent, or to a port where such Fleet might be lying, or if facts should exist which raised the presumption that they were to be employed in victualling the Fleet of the enemy. In such cases it was not denied that the belligerent would be entitled to seize provisions as contraband, on the ground that such provisions would afford material assistance towards the carrying on of warlike operations. It was pointed out that the real test appeared to be whether there were circumstances relating to any particular cargo to show that it was destined for Military or Naval uses; but that to treat such articles as unconditionally contraband was a step which his Majesty's Government regarded as inconsistent with the law and practice of nations. They further stated that they would not consider themselves bound to recognise as valid any decisions inconsistent with these principles, or otherwise not in conformity with the recognised principles of International law, which might be given by the Russian Prize Courts. It was declared that this statement was purely reiterated both by Lord Lansdowne in the House of Lords and by the Prime Minister in the House of Commons on August 11 last.

It is proper, however, to observe that a decision of a Prize Court must be understood to mean, not merely the decision of a Court of First Instance, such as those established at Vladivostok, Lihau, and elsewhere, but that of the Supreme Admiralty Council at St. Petersburg, to which appeal lies from the inferior Courts, just as in this country appeal lies from the Judicial Committee of the Privy Council, and the usual legal remedies should, as a rule, be exhausted before Diplomatic intervention can properly be invoked.

With regard to the question of coal and the other articles of fuel enumerated in paragraph 8 of Rule 6, his Majesty's Government represented that the treatment of this article by the Russian Government was unconditionally contraband was diametrically opposed to the declaration made by the Russian Plenipotentiary at the West African Conference held at Berlin in 1884, who stated that his instructions were peremptory, and that his Government refused categorically to consent to any Treaty, Convention, or Declaration of any kind which would imply the recognition of coal as contraband of war. His Majesty's Government accordingly urged that, like food-stuffs, coal should only be regarded as contraband when it was clearly intended for use by the Military or Naval forces of the enemy, and not merely because it was consigned for innocent or commercial purposes to private traders in the enemy country.

His Majesty's Ambassador at St. Petersburg has also urged upon the Russian Government the unfairness of treating raw cotton as unconditionally contraband. He has pointed out that the quantity of this article which might be utilised for the manufacture of explosives would be infinitesimal in comparison with the bulk of raw cotton exported from India and elsewhere to Japan for peaceful purposes, and that to treat harmless cargoes of this latter description as unconditionally contraband would amount to subjecting a branch of innocent commerce, which is specially important in the Far East, to a most unwarrantable interference.

The Russian Government have met all these representations, as well as others which his Majesty's Government and that of the United States have thought proper to address to them, in a conciliatory manner, and it is satisfactory that they should have conceded one of the most important principles for which his Majesty's Government have contended—viz., that rice and provisions, mentioned in paragraph 10 of Rule 6, as well as articles not enumerated in paragraphs 1 to 9, but which may be put to warlike use, will henceforth be regarded only as conditionally contraband, according to the use to which they are to be applied. Theonus of proof

## XMAS CARDS.

LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE.)

Hongkong, 28th November, 1904.

In such cases would lie with the captor; but it would obviously be in the interests of the owners to be prepared with evidence sufficient to displace any *prima facie* case which might be made against them. It is understood that Russian Naval Commanders have been recently furnished with supplementary instructions, which his Majesty's Government have every reason to believe will be interpreted in a liberal spirit, and will result in their exercising their belligerents' rights for the future in a less rigorous and vexatious manner.

I may here observe that the decisions of the Prize Court at Vladivostok in the matter of the sinking of the *Knight Commander*, and the condemnation of cargoes on board the steamships *Arabia*, *Celebes*, and *Cheltenham*, are forming the subject of appeals to the Supreme Admiralty Council at St. Petersburg. Both his Majesty's Government and that of the United States have protested, on principle against the condemnations of cargoes of flour destined, as they believe, for innocent purposes, which were carried by the *Arabia* and also by the *Celebes*. They have every reason to hope that these findings will be reversed on appeal, the result of which must, however, be awaited. The Supreme Admiralty Council has, it is satisfactory to learn, already reversed the finding of the Vladivostok Court in the case of the steamship *Albatross*. The Russian Government have recognised in principle claims advanced on behalf of the *Frankly* and *Ethelinde*, two steamers which were detained in the Red Sea at the commencement of the war, subject to the adjustment of certain minor details between the owners and the Russian Naval authorities. Other claims arising out of cases which are now pending in the Courts, such as the sinking of the *Hipsany* and the detention of the *Molacca* and of the *Arcton*, are in course of preparation, and will be put forward as soon as circumstances permit.

There is no doubt that the uncertainty which prevails as to the interpretation by the Russian authorities of their declaration as to contraband has rendered British shipowners unwilling to engage in the carrying trade to Japan, and that many leading firms of British shipowners have refused to accept cargo for Japan, while the shipping firms of certain other countries, notably Germany, have benefited to a considerable extent through such refusal.

It has been again and again suggested that more favoured treatment has been extended by the Russian authorities to German vessels than has been accorded to British ships, but so far as his Majesty's Government have been able to ascertain after careful inquiry, this suggestion is not supported by any satisfactory evidence.

His Majesty's Government fully recognise the importance of the point, for there seems to be some reason to apprehend that the merchants of Japan or of countries having commercial relations with Japan, on finding that their goods are conveyed as satisfactorily by foreign as by British ships, may continue to give their custom to foreign firms, and that permanent injury may be thus occasioned to the British carrying trade in the Far East.

His Majesty's Government have been frequently approached by persons interested in the commerce of the Far East with requests for information whether cargoes of a particular description can be regarded as entitled to immunity from seizure by belligerent vessels. His Majesty's Government would have been glad, if possible, to furnish the desired information. So long, however, as the accepted principles of International Law recognise that between two articles which are, in consequence of their nature, absolutely contraband of war and those which can in no circumstances be regarded as anything but an innocent character, there lies an intermediate class of articles which may be properly treated as contraband, or as innocent, according as they are or are not found to be destined for warlike purposes, it is obviously not in the power of any Government to take upon itself to determine beforehand whether articles falling within that intermediate class can safely be carried by a neutral vessel.

I am to express Lord Lansdowne's hope that the particulars furnished in this letter may be of use to your Chamber.

I am, Sir, your most obedient, humble servant,

(Signed) F. A. CAMPBELL.

## THE RUSSIAN BALTIC FLEET.

As this fleet may some day come to the Far East, the following list of the ships comprising it, showing their ages in years from the date of launch, will be found interesting:—

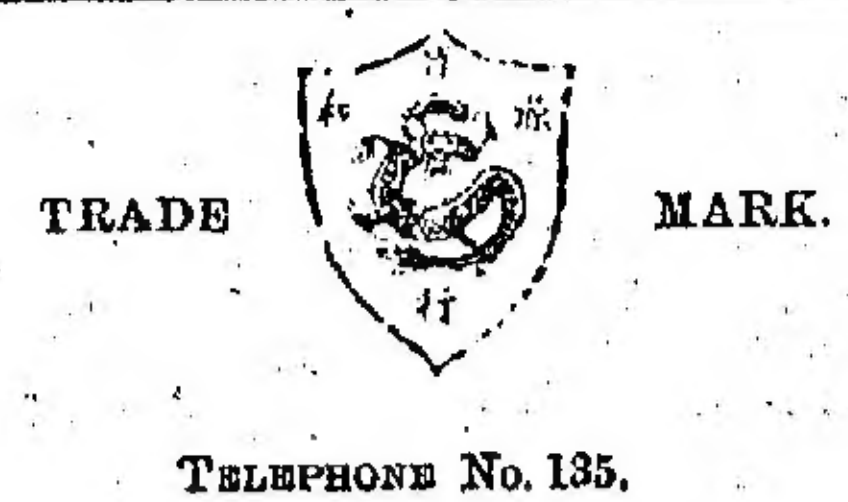
Name	Age	Tons	Knots	Guns
Alexander III.	2	13,500	18	4 13in. 12 6in.
Borodino	2	13,500	18	4 13in. 12 6in.
Souvaroff (Aug 1)	1	12,600	18	4 10in. 11 6in.
Orel	1	12,600	18	4 10in. 11 6in.
Oslyabya	2	10,400	17	6 12in. 8 6in.
Siead Veliky	5	10,400	17	6 12in. 8 6in.
Navarin	12	16,200	16	4 13in. 8 6in.
Name	Age	Tons	Knots	Guns
Nakhimoff	10	8,350	16	8 10in. 10 6in.
Dmitri Donskoi	20	8,350	16	6 10in. 10 4 7in.
Name	Age	Tons	Knots	Guns
Avrora	2	8,350	20	6 6in.
Sivoliensk	1	8,350	20	6 6in.
Almaz	1	3,850	19	6 4 7in.
Ismrad	1	3,850	24	6 4 7in.
Jemtchug	1	3,850	24	6 4 7in.
Name	Age	Tons	Knots	Guns
Oleg	1	6,670	23	12 6in.

## GUNBOAT FOR THE CHINESE GOVERNMENT.

On November 16th a large gathering of invited guests witnessed the launch at Kawasaki Dockyard, Japan, of the Chinese gunboat *Kiang-yuan*, intended for service on the Yangtze river.

The launching ceremony was performed by the officer who is to command the gunboat, Captain Yuo, assisted by the Chinese Consul at Kobe, Captain Yuo made a neat speech in English. Chief among those present were Governor Hattori and the chief officials of the Prefecture and city. There was also a fair sprinkling of foreigners. After the ceremony the company adjourned to the lunch tent, and spent an hour very enjoyably.

The dimensions of the gunboat are given as follows:—Length, 130 feet; breadth 23 feet; draught, 7 feet; she is of 565 tons displacement; will have two triple expansion engines of 950 horse power, and her speed will be 13 knots. The armament of the vessel will consist of one 12-in. cm. quickfiring, one 12-pound quickfiring, and four machine guns.



## BURGUNDIES

DURING THE Change of Seasons FULL-BODIED, STRENGTHENING WINES are needed.

are needed.			1 doz.	2 doz.
			Bottles.	Bottles.
NUITS	...	...	\$16.00	\$19.00
MACON	...	...	17.00	19.00
BEAUNE	...	...	22.00	24.00
VOLNAY	...	...	27.00	—
POMMARD, "Superieur"			32.00	34.00
CHAMBERTIN	...	...	39.00	—
CALIFORNIA	...	...	13.50	15.50
SPARKLING RED	...	...	33.00	35.00



## BANKS

[24] Hong Kong, 1st October, 1991.



# GREGOR & CO., WINE AND SPIRIT MERCHANTS. HONGKONG.

SCHWEPPE'S SODA WATER (Bombay Bottles) ... ..	\$3.00 per Dozen
SCHWEPPE'S TONIC (Ordinary Bottles) ... ..	\$3.00 per Dozen
SCHWEPPE'S STONE GINGER ALE (Stone Bottles) ... ..	\$3.60 per Dozen

N.B.—We have been appointed Sole Agents for China for Messrs. Schweppe's Aerated Water, and we have made arrangements to have fresh consignments shipped to us by every mail boat. 2735—5

## TO LET

### TO LET

NO. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [8]

### TO LET

THREE FIRST-CLASS SHOPS,  
European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [2350]

### TO LET

ONE LARGE GODOWN, No. 112A, Praya East.  
Possession from 1st January, 1905.  
Apply to—  
D. DORABJEE,  
King Edward Hotel.  
Hongkong, 25th December, 1904. [2751]

### TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.  
Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited.  
Hongkong, 17th June, 1904. [1515]

### TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.  
Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1177]

### TO LET

3RD FLOOR, suitable for Office.  
Apply to—  
WING CHEONG,  
75, Queen's Road Central.  
Hongkong, 3rd June, 1904. [2782]

### TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession.  
Apply to—  
WONG CHU SANG,  
Care of Tee Sang Fat & Co.,  
34, Queen's Road Central.  
Hongkong, 17th November, 1904. [2700]

### TO LET

NO. 1, RIFON TERRACE.  
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.  
FLATS in MORETON TERRACE, facing the Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).  
GODOWNS; PRAYA EAST.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [175]

### TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.  
Nos. 74, CAINE ROAD.  
GODOWNS Nos. 34A, 34B, 34C, Praya East.  
Possession from 1st January, 1905.  
Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 1st December, 1904. [430]

### TO LET

BANGOUR (PEAK).  
EYRIE Unfurnished, to Let in about 2 months. Newly repaired, Painted and Colour-washed.  
No. 14, BELLIOS TERRACE.  
BELLIOS TERRACE, Nos. 11 & 13.  
BEACONSFIELD ARCADE, No. 14.  
1st Floor.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms low rental.  
CHURCH MISSIONARY SOCIETY'S BUNGALOW at PEAK (Furnished), for 5 months from 1st January.  
Apply to—  
Linstead & Davis.  
Hongkong, 1st December, 1904. [2363]

### TO LET

A T East Point, a NEW BRICK-BUILT TWO STORIED GODOWN with Water Frontage.  
Apply to—  
JARDINE, MATHESON & CO.  
Hongkong, 29th November, 1904. [2762]

## HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber, St. George's Building, on Tuesday, 8th November, there were present:—Mr. E. A. Howett (Chairman), Hon. W. J. Gresson, Messrs. A. Haupt, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. Chatterton Wilcox, Hon. R. Sheehan (ex officio) and A. E. Lowe (Secretary).

MINUTES.  
The minutes of the monthly meeting held on 5th ultimo were read and confirmed.

NEW MEMBER.  
The Secretary reported that since the last meeting Messrs. Jorge and Company had been elected to membership subject to the usual confirmation at the annual general meeting.

QUARANTINE.  
It was reported that the Hon. Colonial Secretary had kindly placed at the disposal of the Chamber copies of telegrams received from H.B.M. Consul-General, Shanghai, and the Secretary to the Government of India, advising the withdrawal of quarantine restrictions against Hongkong on the 17th and 30th September respectively.

WEIGHTS AND MEASURES (METRIC SYSTEM).  
Correspondence was read from the Decim Association explaining the progress made in the Home Parliament with regard to the Weights and Measures Bill, and asking for monetary assistance. It was decided, as the Chamber had supported the introduction of such a system for the Empire in 1902, to send a donation of £10 to the Association's Parliamentary Campaign Fund.

ZONE TIME.  
Further correspondence with the Government regarding the introduction of zone time in the Colony was passed, all of which had previously been sent to the local press for information of the public.

PARIS SANITARY CONVENTION.  
The replies from the shipping firms and agencies to the Chamber's letter drawing their attention to the terms of the Paris Sanitary Convention were laid on the table, and after some discussion it was decided to communicate with the authorities at the various adjacent ports to see whether they would be willing to reciprocate with similar sanitary measures against shipping if Hongkong became a party to the Convention.

REGISTRATION OF CHINESE PARTNERSHIPS.  
This question was again adjourned, as the reply from the Singapore Chamber regarding the position of this question in the Straits Settlements was not to hand.

IMBECILE BILL.  
Correspondence with the Government relating to the Imbecile Ordinance Amendment Bill and the discussion was adjourned to the December meeting.

## THE NORTH SEA OUTRAGE.

THE RUSSIAN ADMIRAL'S REPORTS.  
The Russian Naval General Staff at St. Petersburg last month published the two following telegrams from the Admiral commanding the Second Squadron of the Pacific Fleet, Aide-de-Camp-General De Rozhddestvensky:—  
"1st. The incident of the North Sea was provoked by two torpedo-boats, which, without showing any lights, under cover of darkness, advanced to attack the vessel steaming at the head of the detachment. When the detachment began to sweep the sea with its searchlights and opened fire the purpose was also discovered of several small steam vessels, resembling small steam fishing-boats. The detachment endeavoured to spare these boats, and ceased fire as soon as the torpedo-boats were out of sight. The English Press is horrified at the idea that the torpedo-boats of the squadron left by the detachment until morning on the scene of the occurrence did not render assistance to the victims. Now, there was not a single torpedo-boat with the detachment, and none were left on the scene of the occurrence. In consequence it was one of the two torpedo-boats which was not sunk, but which was only damaged, which remained until the morning near the small steam craft. The detachment did not assist the small steam craft because it suspected them of complicity, in view of their obstinate persistence in cutting the line of advance of the warships. Several of them did not show any lights at all. The others showed them very late."  
"2nd. Having met several hundreds of fishing-boats, the squadron showed them every con-

sideration, except where they were in company of the foreign torpedo-boats, one of which disappeared, while the other, according to the evidence of the fishermen themselves, remained among them until the morning. They believed her to be a Russian vessel, and were indignant that she did not come to the assistance of the victims. She was, however, a foreigner, and remained until the morning, looking for the other torpedo-boat, her companion, either with the object of repairing her damage or from fear of betraying herself to those who were not accomplices, if there were also on the scene of the occurrence fishermen imprudently involved in this enterprise. I beg, in the name of the whole fleet, to express our sincere regret for the unfortunate victims of circumstances, in which no warship could, even in time of profound peace, have acted otherwise."

A POSSIBLE EXPLANATION.  
A London paper received by the latest mail contains the following:—A theory of the North Sea outrage is now beginning to prevail in British naval circles, the acceptance of which would tend to clear up many points of difference. The main difficulty from the first has been to discover how Admiral Rozhddestvensky arrived at the conclusion that there were two foreign torpedo-boats among the Hull trawlers, and whence he derived the impression. It seems that the Russian fleet, when nearing the fishing fleet, was proceeding in somewhat loose formation, and the Admiral accordingly signalled to his vessels "Column of Division line ahead," or, in other words, to form two parallel lines. Quite lately new signals have been adopted in the Russian Navy, and this may account for much that happened. In the British Navy, when a new signal is introduced, it is practiced and repeated for weeks at a time until the new has assumed the familiarity of the old. With the Baltic Fleet, newly formed as it was, a new signal may easily have been misunderstood, and the belief obtained that the two rearmost vessels of the port line of ships, mistaking a signal, crossed over, and got on the starboard side of the starboard line. Moving quickly they excited alarm, and so attracted the fire of their own consorts. Then, perceiving their mistake, the two errant vessels, it is thought, hastened to go back to their proper stations, occasioning the impression that they were fitting backwards and forwards and strengthening the belief that they were hostile ships. Probably this proceeding may not have been reported to the Russian Admiral in the first instance. Investigation is bringing the facts to light, and there is, indeed, some authority for the belief that the Russians themselves will in the end accept the explanation suggested above.

## ROWLAND'S MACASSAR OIL FOR THE HAIR

Preserves, Beautifies, Nourishes it.  
Nothing equals it for restoring the  
lost Golden Colour for Fair Hair.  
Of Stores, Chemists, Hairdressers.

## NOTICE.

THE Undersigned, having never borrowed money or stood security for any person, will NOT be RESPONSIBLE for any Debt or Security Contracted by any of their employees. All orders for Goods must be Chopped with the Chop of the Firm.

HOUNG CHEONG & CO.,  
Tailors and Drapers,  
No. 80-82, Queen's Road Central.  
Hongkong, 24th November, 1904. [2742]

## NOTICE.

THE Undersigned begs to inform the Public of Hongkong that PENSION FRANCAISE, 49, Prater Street, is now opened and she respectfully solicits them to give trial of her Cuisine, which will be under her personal supervision.

Terms Moderate. MADAME GUIOU.  
Hongkong, 28th November, 1904. [2760]

## NOTICE.

ROBERT MORGAN, Licensed Pilot, wishes to inform the Shipping Community, and Friends in general, that he has nothing to do with the so-called Pilots Association, and his address is Bismarck & Co., 18, Connaught Road Central. Telephone 309. ROBERT MORGAN.  
Hongkong, 30th November, 1904. [2783]

## NOTICE.

THE Undersigned has This Day REMOVED his OFFICES to No. 4, ICE HOUSE STREET. OSWALD D. THOMSON.  
Hongkong, 2nd December, 1904. [2800]

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.  
TRADE MARK.



LOTUS,  
Large Size \$3.00 per 100  
Gold Tipper, Medium Size  
\$3.75 per 100  
ZAFAR,  
Large Size \$4.60 per 100  
Medium Size \$4.20.

KARIM,  
Large Size \$3.75 per 100  
Medium Size \$3.50  
THABIT,  
Large Size \$3.00 per 100  
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

615] KRUSE & CO., CONNAUGHT HOUSE.

## INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

Hongkong, 1st January, 1904. [105]  
SIEMSEN & CO.  
ROBERT BROCKELMANN & CO.,  
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [9]

## NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application. TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [257]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903 £16,398,650.

I. AUTHORIZED CAPITAL, £3,000,000  
SUBSCRIBED CAPITAL, 2,750,000  
PAID-UP CAPITAL, 637,600 0 0  
II. FUND FUNDS, 3,958,961 12 3

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON, INCORPORATED IN 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates. ALEX. ROSS & CO.  
Hongkong 28th April, 1904 [1121]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods. WM. FARLANE, Manager.  
Hongkong, 18th November, 1904 [75]

## THE AMERICAN SYSTEM

DENTISTRY

DR. M. H. CHAUN.  
37, DES VOGES ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904 [2161]

# BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

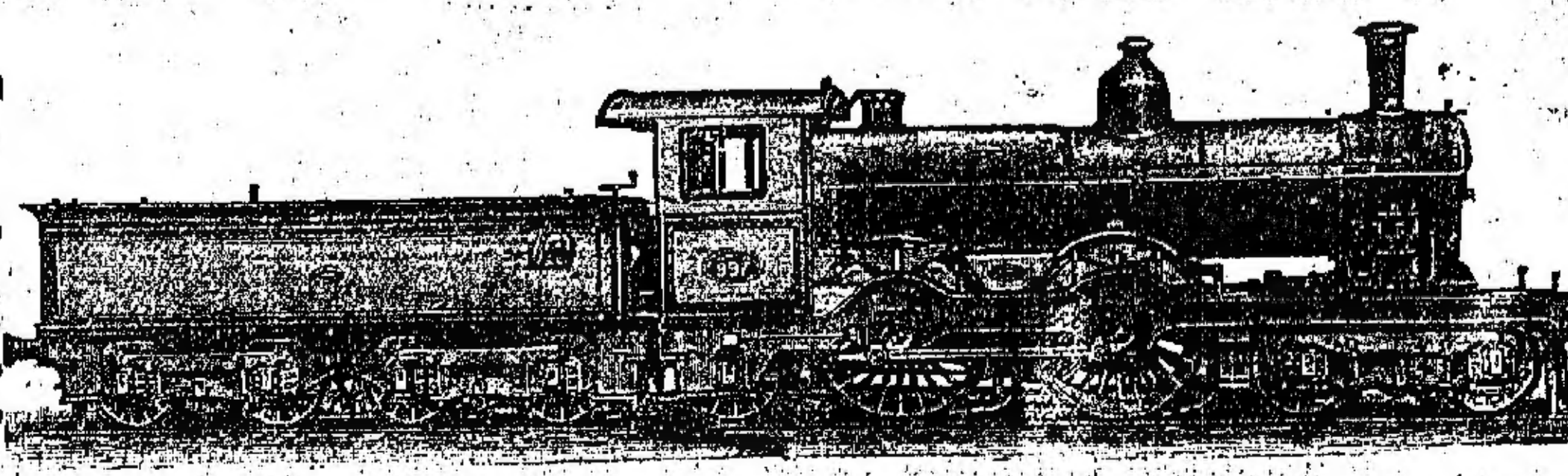
## LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.  
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHE, MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &c.



EMERY GRINDING MACHINES A SPECIALITY.

ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.  
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.



## SHIPPING.

**ARRIVALS.**  
ARAGONIA, German str., 3,120, Schmidt, 4th Dec.—Portland 29th Oct., General.  
—East Asiatic Trading Co.  
BALTIMORE, U.S. cruiser, 5,000, Sargent, 4th Dec.—Manila 1st Dec.  
BANCA, British str., 3,794, J. B. Ferguson, 4th Dec.—Mojito 30th November, General.  
—P. & O. S. N. Co.  
BORNEO, German str., 1,344, E. Muhl, 5th Dec.—Sundakan 29th Nov., Timber and General.  
—Belchers & Co.  
HANOI, French str., 739, P. Moles, 5th Dec.—Haiphong and Hanoi 3rd Dec., General.  
—K. Marly.  
KIUKIANG, British str., 1,228, Harris, 5th Dec.—Wuhu and Chinkiang 30th Nov., General.  
—Butterfield & Swire.  
KWEILIN, British str., 1,204, McKenzie, 5th Dec.—Canton 4th Dec., General.  
—Butterfield & Swire.  
TAIWAN, British str., 1,149, Harder, 5th Dec.—Canton 4th Dec., General.  
—Butterfield & Swire.

**DEPARTURES.**  
AT THE HARBOR MASTER'S OFFICE.  
5th Dec.  
Carl Dietrichsen, German str., for Haiphong.  
Else, German str., for Haiphong.  
Kinkiang, British str., for Shanghai.  
Kinkiang, British str., for Canton.  
Riverdale, British str., for Newcastle.  
Triton, German str., for Saigon.  
Tungshing, British str., for Canton.

**DEPARTURES.**  
4th Dec.  
Apenbade, German str., for Haiphong.  
5th Dec.  
BANCA, British str., for London.  
DUNDAS, British str., for Shanghai.  
HONGKONG, British str., for Amoy.

**VESSELS IN DOCK.**  
5th Dec.  
ABERDEEN DOCK.—Elg.  
KOWLOON DOCK.—U.S.S. Fathomer. Agent, Capt. J. G. Spence, for Haiphong, 5th Dec.  
COSMOPOLITAN DOCK.—Hankow.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 6th inst., at 3 P.M.  
For Freight or Passage apply to  
DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 1st Dec., 1904. [2792]

NORDDEUTSCHER LOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"SEYDLITZ,"  
Captain C. Dowers, due here with the outward German Mail about THURSDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LOYD, BREMEN.  
FOR FURTHER PARTICULARS, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 5th Dec., 1904. [5]

NORDDEUTSCHER LOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
JAPAN-CHINA-AUSTRALIA.  
FOR BRISBANE AND SYDNEY, VIA NEW GUINEA.  
THE Steamship

"PRINZ SIGISMUND,"  
Captain D. Lenz, will be ready to load for the above places on THURSDAY, the 8th Dec.—

NORDDEUTSCHER LOYD, BREMEN.  
MELCHERS & CO.,  
Agents.  
Hongkong, 23rd Nov., 1904. [2734]

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rabattoni United Companies.)  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
"CAPRI,"  
Captain Belsito, will be despatched as above on TUESDAY, the 13th inst., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 1st Dec., 1904. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"NUBIA,"  
Captain E. N. Tiltard, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 17th Dec., at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Moldavia," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer, proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed from Bombay by the R.M.S. "Arctia," due in London on the 29th Jan., 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 5th Dec., 1904. [1]

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections and numbered from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	About 8th inst.
LONDON, &c., VIA PORTS OF CALL	NUBIA	Brit. str.	—	F. N. Tiltard	P. & O. S. N. Co.	On 17th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	TELEGRAPHUS	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP	DIOMEDE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP	DEUCALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd Jan.
AMSTERDAM, LONDON & ANTWERP	HYION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th Jan.
AMSTERDAM, LONDON & ANTWERP	PRIAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st Jan.
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Frenc. str.	—	Girard	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	R. Dahl	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k.w.	Jaburk	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG	ARMENIA	Ger. str.	k.w.	Boest	HAMBURG-AMERIKA LINE	On 1st Jan.
HAVRE & HAMBURG	C. F. LAEISZ	Ger. str.	k.w.	van Hoff	HAMBURG-AMERIKA LINE	On 10th Jan.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 24th Jan.
HAVRE & HAMBURG	ARCADIA	Ger. str.	k.w.	Ehlers	HAMBURG-AMERIKA LINE	On 7th Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k.w.	Piller	HAMBURG-AMERIKA LINE	On 21st Feb.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINE	On 7th Mar.
HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	Behrens	HAMBURG-AMERIKA LINE	On 21st Mar.
TRIESTE, &c., VIA SINGAPORE, &c.	GISELA	Brit. str.	1 m.	Damianovich	SANDER, WIELER & CO.	On 23rd inst., P.M.
GENOA, MARSEILLES, HAVRE & LIVERPOOL	NIMROD	Brit. str.	1 m.	J. Riley	BUTTERFIELD & SWIRE	On 23rd inst.
NEW YORK, VIA PORTS & SUEZ CANAL	HECTOR	Brit. str.	1 m.	Andrain	BUTTERFIELD & SWIRE	On 30th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	BREIZ-IZEL	Brit. str.	—		STANDARD OIL CO.	On 8th inst.
NEW YORK, VIA SUEZ CANAL	ST. HUGO	Brit. str.	—		DODWELL & CO., LD.	About 6th inst.
CLYDESDALE, VIA SUEZ CANAL	CLYDESDALE	Brit. str.	—		SHEWAN, TOMES & CO.	About 30th inst.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	On 14th inst.
ATHENIAN	ATHENIAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 28th inst.
PELEUS	PELEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th inst.
PELEUS	PELEUS	Brit. str.	1 m.		DODWELL & CO., LIMITED.	On 14th inst., at Daylight.
ARAGONIA	ARAGONIA	Brit. str.	1 m.	F. G. Furlington	PORTLAND & ASIATIC S.S. CO.	On 10th inst.
CHANGSHA	CHANGSHA	Brit. str.	1 m.	Schmidt	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
CHANGSHA	CHANGSHA	Brit. str.	1 m.	Ellis	GIBB, LIVINGSTON & CO.	On 8th inst.
EASTERN	EASTERN	Brit. str.	1 m.	D. Lenz	MELCHERS & CO.	About 11th inst.
PRINZ SIGISMUND	PRINZ SIGISMUND	Ger. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 8th inst.
PALAWAN	PALAWAN	Brit. str.	1 m.	Howie	BUTTERFIELD & SWIRE	To-morrow.
KANSU	KANSU	Brit. str.	1 m.	Clucas	BRADLEY & CO.	On 10th inst., at 4 P.M.
CHINGTUNG	CHINGTUNG	Brit. str.	1 m.	C. Dowers	MELCHERS & CO.	Quick despatch.
LONGSHIPS	LONGSHIPS	Ger. str.	—	Harder	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SEYDLITZ	SEYDLITZ	Brit. str.	1 m.	Th. Lehmann	STERNEN & CO.	On 8th inst., at 3 P.M.
TAIWAN	TAIWAN	Ger. str.	—		BUTTERFIELD & SWIRE	On 9th inst.
LYKSEON	LYKSEON	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	About 17th inst.
MAIJA	MAIJA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
KWEILIN	KWEILIN	Brit. str.	1 m.		OSAKA SHOSSEN KAISHA	On 11th inst., at Daylight.
TRIUMPH	TRIUMPH	Jap. str.	—	A. Hansen	OSAKA SHOSSEN KAISHA	On 18th inst., at Daylight.
M. STRUT	M. STRUT	Jap. str.	—	T. Brandt	OSAKA SHOSSEN KAISHA	On 14th inst., at Daylight.
PRINZ JOSEF	PRINZ JOSEF	Jap. str.	1 m.	H. A. Haraldsen	OSAKA SHOSSEN KAISHA	To-day, at 10 A.M.
PROVIDENCE	PROVIDENCE	Jap. str.	1 m.	C. Cornelissen	DODWELL & CO., LD.	On 9th inst., at 4 P.M.
HALOONG	HALOONG	Brit. str.	2 h.	Pennafather	DODWELL & CO., LD.	About 10th inst.
TAMING	TAMING	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On 10th inst., at 10 A.M.
YUNFANG	YUNFANG	Brit. str.	—	G. D. Morrison	SHEWAN, TOMES & CO.	On 17th inst., at 10 A.M.
TEXAN	TEXAN	Brit. str.	—	R. Rodger	DODWELL & CO., LD.	About 28th inst.
ZAFIRO	ZAFIRO	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 14th inst.
RUBI	RUBI	Brit. str.	—	T. W. Garlick	DAVID SASSOON & CO.	To-day, at 3 P.M.
TREMONT	TREMONT	Brit. str.	1 m.	J. G. Spence	JARDINE, MATHESON & CO.	On 10th inst., at Noon.
KAIFONG	KAIFONG	Brit. str.	—	F. Wheeler	CARLOWITZ & CO.	On 13th inst., at Noon.
LIGHTNING	LIGHTNING	Brit. str.	—	Belsito		
SUISANG	SUISANG	Brit. str.	—			
CAPEI	CAPEI	Ital. str.	—			

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Furlington	Saturday, December 17th
TREMONT	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 8th
PLEIADES	3,753	F. G. Furlington	March 4th

FOR MANILA.  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. TREMONT, 9,606 tons. T. W. Garlick. About 28th December.

FOR MANILA AND HONOLULU (Cargo only).  
S.S. TEXAN, 8,615 tons. G. D. Morrison. About 10th December.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 24th October, 1904. [7]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)

LONDON, &c. (Passing through the Inland Sea)

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 29th November, 1904.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR MANILA DIRECT "YUNFANG" ... Fri., 9th Dec., 4 P.M.

\* SINGAPORE, PENANG & CALCUTTA "SUISANG" ... Sat., 10th Dec., Noon.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.  
Hongkong, 28th November, 1904. [1388]

## HAMBURG-AMERIKA LINE.

OSTASIATISCHER FRAUCHTAMPFER-DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.

SENEGAMBIA (Havre, Bremen and Hamburg) ... On 19th Dec. Freight.

ARMENIA (Havre and Hamburg) ... On 1st Jan. Freight.

C. F. LAEISZ (Havre and Hamburg) ... On 10th Jan. Freight.

SIBIRIA (Havre and Hamburg) ... On 24th Jan. Freight.

ARCADIA (Havre and Hamburg) ... On 7th Feb. Freight.

ANDALUSIA (Havre and Hamburg) ... On 21st Feb. Freight.

SAMBIA (Havre and Hamburg) ... On 7th Mar. Freight.

SCANDIA (Havre and Hamburg) ... On 21st Mar. Freight & Passengers.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINE.  
HONGKONG OFFICE,  
No. 1, QUEEN'S BUILDINGS.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES. 1904.

PREUSSEN ... WEDNESDAY ... 7th December

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December

SEYDLITZ ... WEDNESDAY ... 4th January 1905

ROON ... WEDNESDAY ... 18th January

BAYERN ... WEDNESDAY ... 1st February

ZETLEN ... WEDNESDAY ... 15th February

PRINZESS ALICE ... WEDNESDAY ... 1st March

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 15th March

PREUSSEN ... WEDNESDAY ... 29th March

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 12th April

ON WEDNESDAY, the 7th day of DECEMBER, 1904, at Noon, the Steamship "PREUSSEN," Captain R. Dahl, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 5th Dec., and till Noon on TUESDAY, the 6th Dec., and till Noon on WEDNESDAY, the 7th Dec., and till Noon on THURSDAY, the 8th Dec., and till Noon on FRIDAY, the 9th Dec., and till Noon on SATURDAY, the 10th Dec., and till Noon on SUNDAY, the 11th Dec., and till Noon on MONDAY, the 12th Dec., and till Noon on TUESDAY, the 13th Dec., and till Noon on WEDNESDAY, the 14th Dec., and till Noon on THURSDAY, the 15th Dec., and till Noon on FRIDAY, the 16th Dec., and till Noon on SATURDAY, the 17th Dec., and till Noon on SUNDAY, the 18th Dec., and till Noon on MONDAY, the 19th Dec., and till Noon on TUESDAY, the 20th Dec., and till Noon on WEDNESDAY, the 21st Dec., and till Noon on THURSDAY, the 22nd Dec., and till Noon on FRIDAY, the 23rd Dec., and till Noon on SATURDAY, the 24th Dec., and till Noon on SUNDAY, the 25th Dec., and till Noon on MONDAY, the 26th Dec., and till Noon on TUESDAY, the 27th Dec., and till Noon on WEDNESDAY, the 28th Dec., and till Noon on THURSDAY, the 29th Dec., and till Noon on FRIDAY, the 30th Dec., and till Noon on SATURDAY, the 31st Dec., and till Noon on SUNDAY, the 1st Jan., and till Noon on MONDAY, the 2nd Jan., and till Noon on TUESDAY, the 3rd Jan., and till Noon on WEDNESDAY, the 4th Jan., and till Noon on THURSDAY, the 5th Jan., and till Noon on FRIDAY, the 6th Jan., and till Noon on SATURDAY, the 7th Jan., and till Noon on SUNDAY, the 8th Jan., and till Noon on MONDAY, the 9th Jan., and till Noon on TUESDAY, the 10th Jan., and till Noon on WEDNESDAY, the 11th Jan., and till Noon on THURSDAY, the 12th Jan., and till Noon on FRIDAY, the 13th Jan., and till Noon on SATURDAY, the 14th Jan., and till Noon on SUNDAY, the 15th Jan., and till Noon on MONDAY, the 16th Jan., and till Noon on TUESDAY, the 17th Jan., and till Noon on WEDNESDAY, the 18th Jan., and till Noon on THURSDAY, the 19th Jan., and till Noon on FRIDAY, the 20th Jan., and till Noon on SATURDAY, the 21st Jan., and till 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Noon on SUNDAY, the 9th Mar., and till Noon on MONDAY, the 10th Mar., and till Noon on TUESDAY, the 11th Mar., and till Noon on WEDNESDAY, the 12th Mar., and till Noon on THURSDAY, the 13th Mar., and till Noon on FRIDAY, the 14th Mar., and till Noon on SATURDAY, the 15th Mar., and till Noon on SUNDAY, the 16th Mar., and till Noon on MONDAY, the 17th Mar., and till Noon on TUESDAY, the 18th Mar., and till Noon on WEDNESDAY, the 19th Mar., and till Noon on THURSDAY, the 20th Mar., and till Noon on FRIDAY, the 21st Mar., and till Noon on SATURDAY, the 22nd Mar., and till Noon on SUNDAY, the 23rd Mar., and till Noon on MONDAY, the 24th Mar., and till Noon on TUESDAY, the 25th Mar., and till Noon on WEDNESDAY, the 26th Mar., and till Noon on THURSDAY, the 27th Mar., and till Noon on FRIDAY, the 28th Mar., and till Noon on SATURDAY, the 29th Mar., and till Noon on SUNDAY, the 30th Mar., and till Noon on MONDAY, the 31st Mar., and till Noon on TUESDAY, the 1st Apr., and till Noon on WEDNESDAY, the 2nd Apr., and till Noon on THURSDAY, the 3rd Apr., and till Noon on FRIDAY, the 4th Apr., and till Noon on SATURDAY, the 5th Apr., and till Noon on SUNDAY, the 6th Apr., and till Noon on MONDAY, the 7th Apr., and till Noon on TUESDAY, the 8th Apr., and till Noon on WEDNESDAY, the 9th Apr., and till Noon on THURSDAY, the 10th Apr., and till Noon on FRIDAY, the 11th Apr., and till Noon on SATURDAY, the 12th Apr., and till Noon on SUNDAY, the 13th Apr., and till Noon on MONDAY, the 14th Apr., and till Noon on TUESDAY, the 15th Apr., and till Noon on WEDNESDAY, the 16th Apr., and till Noon on THURSDAY, the 17th Apr., and till Noon on FRIDAY, the 18th Apr., and till Noon on SATURDAY, the 19th Apr., and till Noon on SUNDAY, the 20th Apr., and till Noon on MONDAY, the 21st Apr., and till Noon on TUESDAY, the 22nd Apr., and till Noon on WEDNESDAY, the 23rd Apr., and till Noon on THURSDAY, the 24th Apr., and till Noon on FRIDAY, the 25th Apr., and till Noon on SATURDAY, the 26th Apr., and till Noon on SUNDAY



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"MOYUNE"	On 5th December.	
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th December.	
GLASGOW and LIVERPOOL...	"SOBRALENSE"	On 17th December.	
GLASGOW and LIVERPOOL...	"HYSON"	On 20th December.	
GLASGOW and LIVERPOOL...	"PELEUS"	On 27th December.	

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MARSSEILLE, HAVRE and LIVERPOOL	"NINGCHOW"	On 22nd December.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
GENOA, MARSSEILLE and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PELEUS"	On 28th December.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 6th December.
SHANGHAI	"TAIWAN"	On 6th Dec. 4 P.M.
NINGPO and SHANGHAI	"KWEILIN"	On 7th December.
KOBE	"CHINGTU"	On 8th December.
KOBE	"KANGSU"	On 8th December.
SHANGHAI	"KIUKIANG"	On 9th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th December.
CEBU and LOILO	"KAIFONG"	On 14th December.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [12]

Hongkong, 26th November, 1904.

# OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 7th Dec., at Daylight.
TAMSAI, VIA SWATOW AND AMOY	"M. STRUYE"	SUNDAY, 11th Dec., at Daylight.
ANING, VIA SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 14th Dec., at Daylight.
TAMSAI, VIA SWATOW AND AMOY	"CORNELIUS"	SUNDAY, 18th Dec., at Daylight.
	"FRITHJOE"	
	H. A. HARRISON	

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8 Des Vaux Road Central.  
Hongkong, 20th November, 1904. T. ARIMA, Manager. [15]

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 10th Dec., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 17th Dec., 10 A.M.

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 25th November, 1904. [116]

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL  
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LORHAN"	Captain J. C. Williamson.
S.S. "SORLA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRABELLI"	Captain S. Cullington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CRANLEY"	Captain W. E. Stool.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SEALDA"	Captain Geo. Brown.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS. [2030]

Hongkong, 19th November, 1904.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 14th Dec.  
R.M.S. "ATHENIAN" ... 3,852 Tons. ... WEDNESDAY, 28th Dec.  
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 11th Jan.  
R.M.S. "TARTAR" ... 4,425 Tons. ... WEDNESDAY, 25th Jan.  
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 8th Feb.

Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 232.  
Intermediate on Steamers, ... 240 ... 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent  
9, Robinson Street.

## FOR KOBE AND YOKOHAMA.

THE Steamship

"LONGSHIPS"  
4,461 tons, Captain Chena, will be despatched  
as above on SATURDAY next, the 10th inst.,  
at 4 P.M.

For Freight, apply to

**BRADLEY & CO.**

Hongkong, 5th December, 1904. [2822]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"EASTERN"  
Captain Ellis, will be despatched for the above  
ports on WEDNESDAY, the 14th December,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 19th November, 1904. [2714]



## AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.)

The Company's Steamship

"GISELA"  
Captain Damjanovich, will be despatched as above  
on THURSDAY, the 29th inst., P.M.

For information as to Passage and Freight,  
apply to

**SANDER, WIELER & CO.,**

Princes Buildings.  
Hongkong, 2nd December, 1904. [3]

## FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG"  
951 Tons, Captain J. McGinty, will leave for  
Canton at 9 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.

First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD  
No. 147, Connaught Road Central.  
Hongkong, 15th March, 1904.

NORDEUTSCHER LLOYD, BREMEN

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"  
OF THE NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 1 P.M.  
TO-DAY, the 2nd inst.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 9th instant, will be  
subject to rent.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on Friday, the 9th instant, at  
9.30 A.M.  
All Claims must reach us before the 14th  
December, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 2nd December, 1904. [2810]

THE P. & O. S. N. Co.'s Steamer

"BENGAL"  
FROM BOMBAY, COLOMBO AND  
STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
This Vessel brings on Cargo:—  
From London, &c., ex s.s. Victoria.  
From Australia, ex s.s. Oceana.  
From Calcutta, ex s.s. Sumatra.  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s steamers.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
NOON TO-DAY.  
Goods not cleared by the 9th inst., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd December, 1904. [1]

CARBOLEUM-AVENARIUS

FOR WHOLESALE CASH OF  
ABOUT 450 LBS. NET  
PER TON.  
For Private Customers in  
Tins of 45 LBS. at \$3.10  
per tin.

Known all over the World as a thoroughly  
effective preserver of Wood against White Ants  
Fungus, Dry-rot, Decay.  
Number of Testimonials from Authorities as  
well as from Private Customers.  
LUTGENS, EINSTIMANN & CO  
Sole Agents for China.  
Hongkong, 19th July, 1904. [161]



## FOR SALE

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak.  
Also, a finely situated Croquet Ground  
near to above.  
For particulars, apply to—  
**TURNER & CO.**  
Hongkong, 22nd October, 1904. [2494]

## FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG"  
Length ... 142 feet.  
Breadth ... 23 feet.  
Draft ... 6 feet.  
Registered 286 tons. Built of Steel and  
Furnished with Electric Light.

"PAK KONG"  
Length ... 160 feet.  
Breadth ... 22 feet.  
Draft ... 8 feet.  
Registered 300 tons. Built of Tank Wood.  
For further particulars, apply to—  
42, WING LOK STREET,  
Hongkong.  
Hongkong, 1st November, 1904. [2572]

Engines and Boilers for Sale

THE Undersigned have for Sale on moderate  
terms 2 ENGINES and 8 BOILERS  
from an Old French Gunboat, in good working  
order, and fit for sea-going steamers. Intending  
purchasers will please arrange terms with the  
CHING HOE Shop, No. 183, Wing Lok Street,  
or the U WO TAI Shop, No. 110, Des Vaux  
Road West, or the CHOY LEE Shop, No. 33,  
Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.  
Hongkong, 31st October, 1904. [2560]

CHEAP SALE OF FURNITURE.

IN consequence of Removal to New Premises,  
No. 49, Des Vaux Road Central the  
undersigned offers his Stock of FURNI-  
TURE at considerably reduced prices.  
Inspection respectfully solicited.  
LI KWONG LOONG,  
No. 1, Wyndham Street,  
Behind the Old Hongkong Club Building,  
Hongkong, 22nd November, 1904. [2729]

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

ELECTRIC BELL

INSTALLATIONS

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE, &c., &c.

SEND FOR PRICE LISTS AND

ESTIMATES.

Address—No. 2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904.

NOT RESPONSIBLE FOR DEBTS

NETHEER THE CAPTAIN, THE AGENTS nor  
the OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.  
PRINCE ROBERT, Norwegian Bark, Ch  
Hansen—East Asiatic Trading Co.

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